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Interagency FAST Track Leads to Success

U.S. Uses ‘FAST tracking’ of Vehicles

Once cited for slow driving on the Information Superhighway, now federal agencies reporting on the government’s fleet of vehicles are in danger of getting a speeding ticket. Fleet data is traveling from 68 federal agencies at the speed of light on the Internet using a new eGovernment (electronic government) tool – the Federal Automotive Statistical Tool (FAST).

This light speed reporting began when the Office of Energy Efficiency at the Department of Energy (DOE) requested the Idaho National Engineering and Environmental Laboratory (INEEL), a DOE multi-program laboratory, to create a paperless reporting system to gather Alternative Fuel Vehicle information in FY-1999.

The General Services Administration (GSA) saw FAST demonstrated and quickly recognized its advantages. They approached INEEL about adapting

this high performance engine to their reporting needs.

GSA’s quick action to adapt FAST made it the standard for federal-wide vehicle reporting requirements in 2000, replacing the traditional paper-based/snail-mail system (Standard Form 82) from 1985. Now, FAST permits rapid slicing and dicing of reported data, expanded detail in final reports and qualitative analysis for managers and decision-makers. Previously it took two years to finalize required reports compared to FAST, which produces an accurate report 10 days after the last data call.

FAST is managed by an Executive Board with members from the Department of Energy (DOE), General Services Administration (GSA), the Energy Information Administration (EIA) and the Idaho National Engineering and Environmental Laboratory (INEEL). EIA became a part of the Board last year based on overlapping reporting requirements. This singular interagency-based approach to gathering information and producing reports has saved significant effort and financial resources on the part of respondents, taxpayers, and public servants.

Success Saves Time, Effort

INEEL, also known as the Home of Science and Engineering Solutions, used the Rapid Application Development (RAD) model and the

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Dynamic Systems Development Methodology (<http://www.dsdm.org>), which assumes that 80% of the functionality can be produced in 20% of the time (and cost) of sequential "waterfall" models. So, FAST was developed and deployed to the entire federal automotive property management community for a modest investment of \$128,000. Using a "spiral" development approach, GSA, INEEL and DOE developers created an easy to use Internet-based system that obtains information from the database and then crunches the data for multiple reporting requirements.

FAST demonstrates a successful model for e-Government with an impressive return on investment (ROI). It significantly contributes to improving process, productivity, and performance as required by the Clinger Cohen Government Performance Act and President Bush's Management Agenda.

In 2003, GSA and DOE's Office of Energy Efficiency and the Energy Information Administration combined reporting requirements, adding the reporting of the probable geographic distribution of all domestic federal vehicles to the system. Now the vast majority of vehicle usage, costs and distribution of the worldwide federal fleet can be captured electronically in a single data call.

INEEL performance support system developers employed the "Just in Time Development" approach to FAST, ensuring rapid compilation of data, incremental testing, and low

cost. "We built the FAST on-line reporting system using the existing paper forms, which were familiar to those collecting the data. Also, we developed only those components that were absolutely necessary to the initial system and placed it in a form that was intuitive to the user. We focused on appearance, interface, and functional logic," said Richard Holman, Manager of the INEEL's Center for Performance Improvement, creators of the FAST application.

The INEEL's broad base of talent ensured that Human Factors Engineering, Electronic Performance Support, Software Engineering and Software Development were considered. This integrated approach reduced the need for system user training and increased the speed at which data could be compiled and collated from local government fleets in the field. Relying on the regulatory requirements, FAST designers moved early to collaborate, consolidate and resolve issues before advancing too far into development. This and the phased development and implementation approach permitted FAST developers to respond quickly when GSA wanted to further expand the capabilities of the reporting system.

Key actions ensured that a streamlined management structure reached success quickly. These included clearly defined communication and decision-making paths, consensus on the change management process, and focus on unifying agency proponents to provide intelligible data to the ultimate end users, the Office of

Management and Budget (OMB), Congress and the taxpayer.

Method Succeeds, Requires Process Focus

In pursuing the data required for this compilation, FAST designers first researched the level of computer literacy and capability of data providers, created awareness of mandatory reporting requirements and importance of formatted Internet data submissions, identified and eliminated barriers to submissions, and determined the best method of authorizing submissions.

"We avoided taking too big of a bite in automating this system and instead integrated data submission with existing systems," said Holman. He added, "We expected some resistance and planned for this to ensure that we could get an immediate 400% labor savings and avoid resubmissions." This frees staff and resources to accomplish other tasks, expanding the positive impact and return on investment for all agencies.

Other key elements to the methodology included getting leadership to mandate system use, demonstrating efficiency and performance gains to leaders and individuals, working to merge reporting requirements, and developing collective ownership of problem resolution.

Also, FAST used thorough analysis of data collection needs, simple architecture and data configuration for submissions, and reliance upon common, simple browser protocols

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instead of proprietary methods.

This year the system continues user performance improvements by upgrading the user interface with a "bulk data upload" utility. This streamlines reporting by enabling system users to compile their data into a spreadsheet format, and uploading that entire file into the system. This will greatly automate much of the data input tasks remaining for system users.

Through its selection and adaptation of FAST, GSA has significantly improved its decision-making ability and increased productivity in managing federal fleets. ■

vehicle.policy@gsa.gov

E-mail the Experts in the Federal Vehicle Policy Division

A federal employee writes, "A debate has arisen in our office. I am with [XYZ] administration and the safety investigators in this and other offices travel extensively in GSA leased cars. Some staff wants to wash their assigned cars once each week while others want to do it once each month. The car wash costs about \$8.00 and the washes are charged to the GSA fleet card. Does GSA have a limitation on how often cars can be washed?"

GSA Fleet allows a certain number of car washes to be charged to fleet charge card. The number depends on local conditions. Contact your servicing Fleet Management Center (FMC) for the number that applies to you. You can find the location and telephone number of your FMC at the website located at <http://www.gsa.gov/Portal/offering.jsp?OID=119529>, click on Vehicle Leasing (on the right), then click on Regional and Fleet Management Contacts. ■

FEDFLEET 2004

Start Spreadin' the News...

Think July 2004. Think summertime in "The Big Apple".
Think training event in "the city that never sleeps".
That's right...

FedFleet 2004 is headed for

New York, New York!

Who

You and Your Fellow Fleet Professionals

What

**FedFleet 2004:
The Road to the Future is Now**

The Fourth National Federal Fleet Manager Workshop and Information Fair

Where

Jacob K. Javits Convention Center

655 West 34th Street

New York, New York 10001

(Located on 11th Avenue between 34th and 39th Streets.)

Phone: 212-216-2000

Website: www.javitscenter.com

Headquarter Hotel

Sheraton New York Hotel and Towers

811 7th Avenue on 53rd Street

New York, New York 10019

Phone: 212-581-1000

Website: www.sheraton.com/newyork

When

July 20 – 22, 2004

Why

Read on...

Now, a few words from the Project Manager, Laurie S. Feld...

ALL events (registration, workshop training sessions, plenary sessions, exhibit hall, meals, breaks) will be held in the Javits Center.

The Sheraton and the Javits Center are about one mile from one another and both are located on the West-side of Manhattan. Shuttle bus transportation will be provided to FedFleet participants **free of charge** (please wear your name badge).

ALL rooms at the Sheraton (for **both** federal government and **non-federal** government participants) will be offered at the prevailing federal per diem rate. This special rate will also be offered three days before and after FedFleet 2004. State and local taxes will not apply for participants who present their federal government identification. Room reservations are the responsibility of each participant – we encourage you to make your plans early.

Our Event – FedFleet 2004 is being designed to provide you with innovative fleet management information geared toward the future that will help make your fleet more efficient and cost effective. There will be something for everyone, no matter what position you hold. The agenda is structured to give everyone many opportunities to interact with one another. You'll be able to meet hundreds of fleet vendors and other fleet professionals all in one place at the same time. There will be 5 plenary sessions, 48 workshop training sessions, a large exhibit hall, and two evening receptions as well as breakfast, lunch and two refreshment breaks each day.

Our Participants – Remember this is your event and we encourage you to make the most of your time there. Come share your ideas, network with your associates, and ask challenging questions. And by all means,

come a few days early or stay a few days longer, take advantage of the special hotel rate, and enjoy your stay in New York City.

Our Speakers – These experienced fleet professionals will share their extensive experience and knowledge base with you. They'll discuss what works in reality and what doesn't work and why. These experts are here for you so ask probing questions and engage in dialogue that will have an impact on how you perform your job.

Our Exhibitors – Seeing is believing! They'll provide you with an extensive "show and tell" of the latest fleet technology, products, and services. Spend as much time with the exhibitors as you can. They want to meet you, talk about your specific issues and needs, and help you resolve the problems you are facing. FedFleet 2004 would not be possible without the participation and support of our exhibitors and we thank them for their interest in federal motor vehicle programs.

Workshop Training Sessions – The planning committee has used suggestions from past FedFleet participants and from national agency fleet representatives to develop sessions that will help you:

- *obtain* your professional goals,
- *improve* your understanding of trends in the fleet industry, and
- *keep up* with new technological advances and critical topics facing the ever-changing and ever-challenging world of fleet management.

The concrete examples and valuable information you'll learn while participating in FedFleet 2004 will enable you to:

- *return* to work with a fresh perspective,
- *put* into practice the improvements and ideas you've learned,
- *share* your new knowledge and leads with your fellow associates and upper management.

On-Site Agency Meetings – The planning committee is happy to continue our tradition of offering FREE meeting room space for on-site agency meetings. We encourage you to consider holding an on-site meeting with your agency-wide associates who are in attendance at FedFleet 2004. What a convenient, practical, and cost-effective

decision! Meeting room space is available at the Sheraton before and after Workshop events. Space is limited and is assigned on a first-come first-serve basis. Please contact Laurie Feld for further information or to reserve your space (laurie.feld@gsa.gov or 202-219-1821).

Now, a few words about our destination...

New York City (NYC) is known as the nation's biggest, most intriguing, and most diverse city. This dynamic and vibrant city is a terrific location to host a national event like FedFleet 2004!! NYC's combination of vitality, convenience, first-rate facilities, and unrivaled dining and sightseeing opportunities virtually assures an enjoyable experience for all. Whatever your interest, you'll find it across town or around the corner. NYC has something to offer **everyone** – 24 hours a day, seven days a week. It truly is "the city that never sleeps".

There's so much to choose from – restaurants, entertainment, cultural activities, sightseeing attractions, theaters, and museums. With all of this, it is practically impossible to leave NYC without having been "culturally-enriched". It's **all** there – on stage, on exhibit, on water, on the street, or in the sky! Here are some examples:

- Central Park Zoo, New York Aquarium, Bronx Zoo
- Intrepid Sea-Air Space Museum on the USS Intrepid Aircraft Carrier
- Circle Line's legendary cruise around Manhattan Island or a ferry ride to the Statue of Liberty and Ellis Island
- Guided tours to major attractions like the United Nations, the Statue of Liberty, the Empire State Building's 102nd Floor Observation Deck, NBCTV & Radio Studios, South Street Seaport, Wall Street Stock Exchange
- A show on Broadway, off Broadway, or off-off Broadway
- Lincoln Center, the Rockettes at Radio City Music Hall, the Metropolitan Opera, New York City Opera, New York Philharmonic, New York City Ballet
- New York Yankees game at Yankee Stadium or Mets Game at Shea Stadium
- A horse-drawn carriage ride or a leisurely stroll through Central Park
- An impressive variety of museums: Museum of Modern Art, Museum of Natural History, Metropolitan Museum, the Guggenheim, the Hayden Planetarium at the American Museum of Natural History, as well as

galleries and artists' studios

- Chinatown, Little Italy, Harlem, Greenwich Village, Wall Street
- An endless array of nightlife and live entertainment options
- Numerous free sightseeing delights
- Many attractions are within **walking distance** of the Sheraton – you can't beat that!

For those who like to shop, NYC is the place for you. The Garment District is a seamstress and shopper's dream come true. The city's premier shopping streets, Madison Avenue and Fifth Avenue, are destinations in their own right. The largest department stores are Bloomingdale's on Third Avenue and Macy's at Herald Square (which is also the world's largest store).

NYC's ethnic neighborhoods are culinary and tourist destinations in their own right. But then, what would you expect from a town with more than 18,000 restaurants to satisfy everyone's appetite. And, you certainly won't walk away hungry, or "*un-entertained*". Bargain dining abounds and every imaginable dining experience can be had – from curbside to cafés. Come enjoy one of those often talked about, but never imitated, NYC bagel, pizza or street-vendor hot dog.

NYC offers outstanding transportation options and it is very easy to reach. Frequent train service into Manhattan's Penn Station is available on Amtrak. Airfares to NYC are reasonable. It's a non-stop flight away from hundreds of cities. There are hourly departures and arrivals from Washington, DC. Three major airports service NYC – LaGuardia (LGA), John F. Kennedy International (JFK), and Newark International (EWR). From the airport, the FedFleet 2004 venue can be easily reached by taxicab, shuttle bus, private car, or public bus. LaGuardia Airport, only about seven miles from the

Sheraton, is the airport we recommend you use.

Navigating through NYC is so easy, thanks to the nation's largest and most extensive mass transit public transportation system. Taxicabs, subways and buses operate 24 hours a day, seven days a week. "*The city that never sleeps*" also never stops moving! Wherever you want or need to go, there's a means to get there, whether below ground, above ground, in the air, or on the water. There are over 4,300 buses running over 230 routes and over 5,800 subway cars covering over 650 miles of track and servicing over 460 stations. With over 12,000 taxis, a rental car is unnecessary. There's a taxi wherever you look and they're never more than a minute away. NYC is *the* quintessential walking city with so much easily and pleasantly reached on foot.

Please stay tuned for further details and updates. Be sure to visit www.fedfleet.org and check back often. The website is full of details to help you plan your participation at FedFleet 2004, as well as plan some fun excursions in your free time.

As we've proven at past FedFleet events, you'll receive outstanding and quality training. You'll make useful contacts and you'll walk through an exhibit hall full of the products and services you need to do your best everyday. Undoubtedly, you'll also be treated to a good time and they'll be surprises all week long.

Your time at FedFleet 2004 will certainly be time well spent. You'll walk away knowing you attended a worthwhile and beneficial training opportunity. The training you'll receive at this event and your experience in NYC will be memorable. The planning committee believes a very exciting event is in the making. ■

FedFleet 2004 will certainly be an unforgettable event
in an unforgettable city!
We hope to see you in "The Big Apple" in July 2004!
Remember, "The Road to the Future is Now"
and all roads lead to New York, New York!



GSA Federal Supply Service

SPECIAL NOTICE

Dear Automotive Customer:

Throughout the past few years, GSA Automotive has automated many of its processes to improve our efficiencies and communications with our customers and industry partners. In support of the President's Management Agenda, GSA Automotive has made a commitment to OMB to eliminate the use of paper requisitions. In view of our on-line ordering program, AutoChoice, and through the use of other electronic means, we feel we can accomplish this goal.

Fiscal Year 04 (October 1, 2003) will be the last year GSA Automotive will accept GSA Form 1781 (Motor Vehicle Requisitions) or Department of Defense's (DoD's) Military Interoffice Purchase Request (MIPR) in paper form covering vehicles that can be purchased through the on-line AutoChoice program.

Beginning FY 05 (October 1, 2004) sixteen months from now, GSA Automotive will NOT accept paper requisitions covering vehicles available for purchase through the on-line AutoChoice program. GSA Automotive will accept requisitions through AutoChoice or an alternate electronic format (i.e. Excel format as an e-mail attachment or disk). If General Services Administration receives a paper requisition in FY 05, it will be returned and the customer advised by phone to utilize the AutoChoice program.

The only exception to this process will be for those agencies that have no access to the Internet, or those vehicles that are not available through AutoChoice. Under these circumstances, the customers will be advised to send orders in an Excel format as an e-mail attachment or to overnight a disk.

GSA Automotive associates will be available to train customers throughout this **sixteen-month** transition period. We will be contacting all customers currently sending in paper orders to schedule appropriate training in the AutoChoice program.

The AutoChoice program allows customers to configure vehicles, compare prices of competing vendors side by side, choose colors, choose delivering dealers and place orders, all on-line. Customers receive an immediate acknowledgement after requisition placement and can check order status. Access to the Federal Vehicle Standards and a link to NHTSA's crash test results are also available. Many other features are available. AutoChoice can be accessed at www.autochoice.gsa.gov.

Should you have any questions regarding this message please call our Customer CARE line at (703) 308-CARS (2277).

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Blackstone", is written over a light gray background.

Robert Blackstone
Director, GSA Automotive
Office of Vehicle Acquisition
& Leasing Services

U.S. General Services Administration
1941 Jefferson Davis Highway
Arlington, VA 22202-4502
www.gsa.gov

From the West Coast

By Nate Reed, West Coast Representative,
Federal Vehicle Policy Division, Office of Governmentwide Policy,
U.S. General Services Administration

Our six (6) Local FedFleet Policy Council Chapters (LFFPCC) members and I are still going strong. The chapters (Golden Gate, Puget Sound, Columbia River, Anchorage, Boise and Salt Lake city) hold regular quarterly meetings and collaborate to build consensus and to resolve local federal fleet issues.

Since the April 2003 issue/publication of our Vehicle Views Newsletter, I've participated in four (4) local fedfleet policy council chapter meetings and a potential chapter meeting held in, San Francisco, California; Anchorage and Fairbanks, Alaska; Salt Lake City, Utah and Boise, Idaho.

Besides working to increase each chapter's visibility and membership, the LFFPCCs have partnered with local clean cities coalitions, state and local governments, colleges and universities and the private sector, sharing ideas and assisting/supporting each other in every way that we can. We are collaborating on issues of commonality associated with AFV acquisition, refueling infrastructure locations (by type), funding streams, inter-service-support agreements

and many, many more by participating in each others' workshops, conferences, special events etc.

Many of our Salt Lake Local Fedfleet Policy Council Chapter members recently played an integral part in the development and establishment of AFV Infra-Structure in the Salt Lake City, Utah area.

The FedFleet Family through its emphasis on inclusion and collaboration has developed a reputation that has and is creating a lot of interest in what we are doing as an organization. The fleet communities know FedFleet is an organization that invites others to become actively involved in the processes of future federal fleet policy decisions.

After learning about the successes and partnerships resulting from the establishment of the Local FedFleet Policy Council Chapters in other cities, federal agency fleet representatives in Fairbanks, Alaska asked if we could establish a chapter in Fairbanks, in the near future. ■

Jim Vogelsinger is leaving the Federal Vehicle Policy Division to give fulltime support to our Deputy Associate Administrator, Becky Rhodes. Jim is the Office's lead IT person. Jim was a valuable asset in fleet management during his stay with us. He'll be missed!

Acknowledging is Encouraging THANK YOU!

We would like to express our Thanks to those agencies that submitted nominations for the annual EPA Act Award. Also, we wish to give special Thanks to the individuals who volunteered and served on the selection committee. Those were Bernard Tewey (SSA), Joe Gerhart (TSA), John Smith (GSA), Louise Henderson (BLS), Rebecca Edmonds (DOJ), Sandra Blackwell (DOC), Veronica Busby (AID), and William Lehman (TVA). Their commitment to the federal fleet community is admirable. Their work was not easy since there were 11 extremely well qualified applicants.

The winner of the Alternative Fuels, Conservation, and Awareness Award is SMSgt Rex A. Curry (Air Force). He received his award at the Awards Luncheon and Keynote Presentation at IMEAC in Portland, Oregon on June 26, 2003. ■

EPAct Award Winner SMSgt Rex A. Curry

SMSgt Rex A. Curry serves as the Air Force focal point for all policy, doctrine and guidance relating to the maintenance of the United States Air Force's diverse, 82,000 plus vehicle fleet, valued in excess of \$2.1 billion. SMSgt Curry also develops and coordinates Air Force policy and training for the 7,000 military and civilian personnel in the Air Force vehicle maintenance career field, and advises senior Air Force leadership on vehicle issues. Within this capacity, SMSgt Curry has been a staunch supporter of alternative fuels and fuel conservation, and has been a singular driving force in bringing the Air Force's alternative fuel program to where it's at today.

Since his arrival, the Air Force's ailing alternative fuel program has been on a road to success. Acquisition mandates have improved

from 23 percent for fiscal year 1999, to an all time high of 61 percent in fiscal year 2002, with a firm projection of exceeding the acquisition mandate in fiscal year 2003. Additionally, the Air Force achieved a 6 percent decrease in overall petroleum use in fiscal year 2002.

SMSgt worked with GSA and was able to modify Budget Office Activity Codes to specifically identify Air Force vehicles to major command units of assignment, and for fiscal year 2002 FAST reporting used these modifications to allow the Air Force major commands to provide the critical data needed for FSAT reporting. The results have been increased visibility, ownership of the program at the appropriate level and an increased awareness of actions necessary to meet EPAct and EO 13149 mandates and goals.



Air Force SMSgt. Rex A. Curry

Program improvements attributed to SMSgt Curry include:

- Jumpstarted Air Force use of biodiesel fuel;
- Led effort to establish ethanol-refueling infrastructure at Air Force installations;
- Brokered Daimler-Chrysler GEM gift of 113 low-speed vehicles to the Air Force; and
- Participated as the Air Force's key member on a Department of Defense working group that authored and published a first-ever Department of Defense compliance strategy. This document provides EPAct and EO 13149 program direction and policy guidance for all Department of Defense agencies.

Ergo, SMSgt REX A. CURRY our 2003 winner! ■

University of Texas at San Antonio

The University of Texas at San Antonio maintains a fleet of 18 compressed natural gas (CNG) vehicles, 2 liquefied natural gas (LNG) vehicles, 2 ethanol vehicles and an electric golf cart. The university has refueling stations and rechargers on-site.

Contact: Director of Transportation, Roger Terry, at 210-458-4288. ■

Used Oil Filters: Waste or Resource?

Good car care goes beyond changing your oil and oil filter every 3,000 miles. It also includes being environmentally responsible when disposing of used oil filters. “While almost all used oil filters were simply discarded only a few years ago, we now recognize them as a valuable resource,” said Brent Hazelett, executive director of the Filter Manufacturers Council and director of Environmental Affairs for the Motor & Equipment Manufacturers Association (MEMA) Environmental Institute. “We have certainly come a long way, from nearly zero used oil filters recycled to over 100 million annually, but we still have a great challenge ahead.”

Steel scrap, including recycled oil filters, is a vital ingredient in the steelmaking process. Approximately 200,000 tons of steel would be recovered if all the filters sold in the United States annually were recycled. Filters that are not recycled contribute to the existing landfill problem. The Filter Manufacturers Council (FMC) is devoted to increasing the recycling rate of used oil filters across the nation by heightening consumer awareness.

The FMC established the Used Filter Recycling Database, www.filtercouncil.org, to provide support information to business owners establishing filter recycling collection programs, specifically regulatory information, and a list of companies offering recycling services. Three brochures are also available from the FMC, published in

cooperation with the Steel Recycling Institute (SRI). The partnership was developed to provide home mechanics and oil change businesses with information on used oil filters. The first brochure details steps for recycling oil filters for “do-it-yourself” mechanics, while the second provides tips for businesses to establish an oil filter collection and recycling program. The third brochure is entitled “How to choose a filter management service,” and gives tips on how to choose a proper filter transporter, processor, or recycler for your business.

Businesses can obtain copies of the brochures and any other information on filter recycling by calling the Used Filter Recycling Hotline at 1-800-993-4583. This information can also be retrieved from the FMC website at www.filtercouncil.org. The website will allow users to access state regulations and gain instant

information on filter transporters, processors, and recyclers servicing any state or Canadian province. It also provides access to over 40 technical service bulletins published by the Council. These bulletins provide valuable information to mechanics on such topics as; the impact of dents on spin-on filters, transmission fluid evacuation service, extended oil drain intervals, and many others.

Established in 1971, the Filter Manufacturers Council represents 26 international manufacturers of vehicular and industrial filtration products, as well as select suppliers. The organization has undertaken several environmental initiatives, including the most comprehensive study of used oil filters to date, and continues to encourage the recycling of used oil filters. The Council is administered by the MEMA. ■



Forget the “Chicken and Egg.”

If You Want E-85, Just Ask For It.

Have you heard the one about the chicken and the egg? Which came first, the chicken or the egg? In the world of alternative fuel vehicles (AFVs), we frequently ask that question: Which comes first, the AFVs or the fuel? With flex-fuel vehicles and ethanol (E-85), which comes first isn't important.

The question isn't important because flex-fuel vehicles (FFVs) are here, everywhere, thousands of them. And tens of thousands of ordinary drivers own FFVs, although very few are aware that they drive a clean-burning alternative fuel vehicle.

Many of you, also, drive government-owned FFVs. The difference between you driving your agency's FFV and the general public is that you probably know about E-85; you probably know about the Energy Policy Act and Executive Order 13149. You may even be aware of the directive that by 2005 federal agencies must displace 85 percent of their petroleum fuels.

But where's this alternative fuel?

That was our problem in Utah. Very little corn is grown here, so there were no corn growers pushing ethanol. There were no ethanol producers looking for markets. Operators of traditional “gasoline stations” were polite but not interested in E-85. In the past, E-85 had few friends in Utah.

But you don't need too many friends as long as you have the “right” kind. Three years ago the right kind in Utah worked for the federal government: Hill Air Force Base (Base), the United States Postal Service (USPS), and Utah Army National Guard. And THEY had a friend; Salt Lake Clean Cities.

Kathy Hamby former fleet manager, Hill Air Force Base, who already had compressed natural gas and propane-fueled vehicles included in her fleet. The Base also operated FFVs but only on gasoline because ethanol wasn't available and Kathy had no money to build a refueling site on Base. So she went off base, found John Petroff who owned JP Texaco and convinced him to convert an underground tank to store and dispense E-85 to both the Air Force and the general public.

Ric Wilkins, USPS, Utah fleet manager, with nearly 400 FFV delivery vehicles ... and NO E-85s. Todd Christensen, like John Petroff, owned his own business and had an under-utilized tank that could be converted to hold ethanol. Both businessmen saw the value of adding another product to sell, and both Hamby and Wilkins said they would send their drivers and vehicles to buy E-85.

Finally, Elgin Williams was still applying for business licenses for his new Chevron station and convenience store when Sgt. Bill

Ross, Utah Army National Guard, saw the license application and phoned him. At their first meeting, which included Beverly Miller, Director, Salt Lake Clean Cities, it was agreed that the Chevron station would be designed to include E-85; Clean Cities would provide a “forgivable-loan” to help cover expenses; the Utah Energy Office would approve a low-interest loan to also help cover expenses; and Sgt. Ross would send his Army recruiters to refuel on E-85.

Today there are four ethanol (E-85) refueling stations in Utah and federal agency fleet managers can be thanked for three of them.

Businesses that sell fuel want to make money. They need customers. Federal fleet managers have alternative fuel mandates to meet, and vehicles to operate. They can “deliver customers.” Business owners will listen and react to that.

What about that fourth E-85 site? Who caused that station to happen? Edward G. Benson, Superintendent of Fleet Maintenance, on the Redwood Road campus of Salt Lake Community College, Utah, believed the College should do “its fair share” to meet federal mandates for AFVs. He and the administration made the decision to also retrofit an under-utilized, underground tank. On April 25, the day of the grand opening, the rest of us just showed up and cheered.

Contact: Beverly Miller, Director, Salt Lake Clean Cities at 801-535-7736. ■

Safety Belt Use by African Americans Registers Sharp Increase to Record Level, Latest NHTSA Belt Use Survey Shows

Safety belt use among African Americans registered a major gain between 2000 and 2002, increasing to essentially the same level as that of the general population, according to estimates from a major survey conducted by the U.S. Department of Transportation's National Highway Traffic Safety Administration.

The new data were released by NHTSA Administrator Jeffrey W. Runge, M.D., during a speech before the Lifesavers 2003 conference in Chicago. Also at the conference, the largest annual gathering of highway safety professionals, Dr. Runge presented 14 NHTSA awards for public service.

The latest NHTSA survey indicates that African Americans currently use safety belts 77 percent of the time, an 8 percentage point increase since 2000 and the highest level reported since the agency began conducting such surveys nine years ago. The comparable figure for the overall U.S. population is now 75 percent.

"These numbers are the result of years of hard work by our traffic safety partners in the African American community. This is extremely heartening," Dr. Runge said, "and will quickly result in fewer deaths and injuries to our citizens."

Gains in safety belt use by African Americans are attributable to a significant degree to efforts by the Meharry Medical College, the Blue Ribbon Panel To Increase Seat Belt Use Among African Americans, and to a number of African American organizations that implemented the panel's recommendation, Dr. Runge said.

In addition to other findings from the survey, the new NHTSA statistics indicate that the gender gap for safety belt use is narrowing, although males still lag females by 7 percentage points. That compares with a 10 percentage point difference in 2000. Males are now restrained 72 percent of the time, while females use safety belts 79 percent of the time. The latest NHTSA survey also shows a significant improvement in safety belt use among youths. Those in the 8- to 15-year-old age group were restrained 82 percent of the time in the 2002 survey. The most comparable estimate from the previous survey for 2000 showed that 66 percent of youths age 5 to 15 were buckled up.

In February, NHTSA reported that restraint use among young children rose to a record level in 2002. An estimated 99 percent of infants under age one are now restrained, up 4 percentage points from 2000. Fully 94

percent of toddlers are now restrained, a 3 percentage point gain over two years ago. The latest statistics indicate that 83 percent of children ages four to seven are restrained. No comparable statistics are available for this age group from previous NHTSA surveys.

Restraint use estimates are based on the National Occupant Protection Use Survey (NOPUS), conducted periodically by NHTSA. The latest survey was conducted in June 2002 and its results were compared with a prior NOPUS survey done in the fall of 2000, which also tracked safety belt use among various demographic groups.

Additional key findings of the latest NOPUS survey include the following:

- Safety belt use among young people ages 16 to 24 remained constant between 2000 and 2002 at 69 percent, the lowest level of use for any age group.
- Belt use among those in rural areas increased to 73 percent in 2002, a 5 percentage point gain.
- Males riding in pickup trucks are restrained only 65 percent of the time, compared with 74 percent in other types of vehicles. Females are restrained 80 percent of the time in passenger cars, 82 percent in vans and sport utility vehicles, and 71 percent in pickup trucks.

NHTSA has been gathering NOPUS statistics on restraint use since 1994. The latest numbers were derived from a survey conducted during a 20-day period beginning on June 3, 2002. NHTSA data collectors observed 37,900 vehicles at 1,100 intersections

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throughout the United States. In the course of the survey, they observed 37,900 drivers and 11,600 passengers. These included 38,100 whites, 6,000 African Americans and 5,400 other individuals.

The margin of error for the survey on restraint use is plus or minus 4.4 percentage points for African Americans, 3.2 percentage points for whites, and 3.8 for other racial groups. The newly released NHTSA survey results are summarized in a research note on the agency's Website at: <http://www.nhtsa.dot.gov/people/injury/airbags/demographic03-03/demographic.htm>.

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2003 Drive Safely Work Week Campaign

Focuses on the positive actions that each driver can take to ensure their safety and the safety of others sharing the road.

Safe Driving is Everyone's Business. Do Your Part.

While driving for work do you struggle to navigate clogged highways, inch through jam-packed intersections, or do you cruise along scenic two-lane rural roads? Regardless of the roads you are traveling, you are undoubtedly encountering ever-increasing fender benders from hurried motorists and experiencing disabled vehicles blocking roadways causing unplanned waits and travel delays.

While it is obvious that traffic congestion costs us time, what is less obvious, but still very real, is the cost in traffic deaths and injuries. Bottlenecks aren't just a nuisance; the lack of adequate capacity on our roadways actually causes traffic crashes that injures or kill drivers and their passengers. As more vehicles travel on roadways, speeds and spacing between vehicles are reduced. The time needed for drivers to react is significantly shortened, increasing driver frustration. Dangerous driver actions become more common and the potential for crashes increases.

According to the Federal Highway Administration (FHWA), drivers must face the hard truth: at least half

of the congestion we encounter is our own fault. We run out of gas. We butt into merge lines. We miss our exit ramp and slam into each other. When trouble strikes someone else, we slow down to look. Traffic engineers call the ensuing backups "nonrecurring" congestion. These are the delays that frustrate people the most, the kind that no amount of careful planning can contain. They strike anywhere, at any time, with the power to turn a barely tolerable – but at least predictable—drive into a full-blown muddle.

The good news is that we can all do our part, to make roadways less congested and more reliable. While motorists cannot control road or weather conditions or suspend work zones, drivers can control the sizable segment of congestion caused by crashes and breakdowns simply by driving more carefully, knowing their route, and taking better care of their vehicles.

Drive Safely Work Week (DSWW) 2003 is October 6-10 and focuses on the positive actions that each driver can take to ensure their safety and the safety of others sharing the road as they drive for work or commute to and from work. These days it's more important than ever to drive carefully,

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share the road, plan ahead, and take better care of your vehicle. Driving safely on our overcrowded roadways is a demanding task that requires constant attention with little time to attend to other nondriving-related work and personal tasks.

To help educate employees so they can do their part to combat the human and economic costs of traffic crashes, the Network of Employers for Traffic Safety (NETS), a public/private partnership, has made Safe Driving Is Everyone's Business. Do Your Part., the theme for the seventh annual Drive Safely Work Week (DSWW) campaign taking place October 6-10, 2003. NETS will launch the campaign in early June

and will promote the campaign and its lifesaving messages throughout the summer with electronic messaging, an online poll, and supplemental materials to engage employees leading up to the campaign week.

NETS is pleased to offer the 2003 Drive Safely Work Week tool kit—packed with information, activities, and messaging to draw attention to the part each driver plays in preventing the traffic crashes and bottlenecks associated with risky driving behaviors and poorly maintained vehicles that breakdown creating “nonrecurring” congestion. By eliminating these unpredictable backups, drivers can do their part to ease the overburdened and often congested highway system. Last year, Drive Safely Work Week

reached millions of employees across the country with its safe-driving messages. For more information on DSWW or to purchase the \$30 tool kit for your workplace, call 1-888-221-0045 or visit www.netsnational.org.

Founded in 1989, NETS is an employer-led public/private partnership dedicated to improving the safety and health of employees, their family members and members of the communities in which they work and live, by reducing the number of traffic crashes that occur on and off the job. To accomplish this, NETS provides employers of all sizes with effective programs, policies, best practices and employer-led activities related to traffic safety, thereby helping companies to improve employee relations while reducing the cost of doing business. ■

Revised Driver's Hours of Service Regulations

As part of our outreach effort, frequently asked questions (FAQs) on the revised hours-of-service (HOS) for commercial drivers rules are now on the Federal Motor Carriers Safety Administration (FMCSA) website. Many caller inquiries may be answered there. On our homepage, go to the Breaking News column and click on “The Revised Driver's Hours of Service Regulations.” At the bottom of the HOS page, you will find the link to the FAQs. Or, you can go direct to the FAQs at: http://www.fmcsa.dot.gov/Home_Files/hos/hos_faqs.asp#Q1

GSA plays it safe!



**SAFE DRIVING
IS EVERYONE'S
BUSINESS.**



DO YOUR PART.



VehicleViews

Federal Vehicle Policy Division (MTV)

The Federal Vehicle Policy Division's mission is to ensure the effective and efficient use of the Federal Government's 590,000 motor vehicles and the expenditure of close to \$2 billion annually on fleet operations through innovative policies, adoption of best practices, effective communication, and leading edge technologies.

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